FCLP Demo Narration

All times listed are Eastern Standard Time

Point	Time	Narrative
A	1:00	Aircraft transiting from NAS Oceana will cruise at an altitude between 15,000 and 25,000 feet for greater fuel efficiency and speed. The aircraft have started a descent into the field approximately 25 - 35 nautical miles north of the field. On descent the pilot reduces engine power setting and begins the descent on a profile that provides the greatest fuel efficiency.
B	1:04	The first flight of 2 aircraft is passing 10,000 feet about 15 miles from the field. The power setting is further reduced to flight idle, and the airspeed slows to 250 knots.
A (2nd Flight)	1:05	The second flight of 2 aircraft, approximately 5 minutes behind the first flight of 2 aircraft, reaches the descent point and starts to approach the field from the north.
C	1:07	The first flight has reached 2,500 feet approx 5 nautical miles from the field.
Initial	1:08	The first section is now at 800 feet, 300 knots and is sequencing into the pattern.
Pattern	1:08	Overhead the runway, the pilot performs a maneuver known as "The Break" which is the standard entry to the landing pattern used at the carrier. The pilot rolls the aircraft into a 90-degree angle of bank, reduces the engine power to flight idle, and begins a turn at 800 feet. During this, the aircraft is slowing to approach speed.
Downwind		Once established on the downwind leg, which is a course parallel to and in the opposite direction of the landing about 1.4 nautical miles laterally displaced from the field, the pilot descends to an altitude of 600 feet. As the aircraft slows the pilot extends the landing gear and flaps in preparation for the touch-and-go landing.
Abeam		Just beyond a point directly across from the landing area, the pilot begins a descending turn toward the runway, at a speed of approximately 150MPH.
Groove		The pilot intercepts an approach course about one-half mile from the runway.
Touchdown	1:10	On touchdown, the pilot immediately adds full power (but not afterburner) and raises the nose to lift the aircraft off of the deck. (Aircraft will simulate at 200 ft.)
Liftoff		The pilot continues the climb steeply, maintaining 150 knots. The aircraft reaches pattern altitude of 600 feet in less than 30 seconds.
Pattern		Upon reaching pattern altitude of 600 ft, the pilot reduces power to approximately 150 knots and turns to the left to enter the downwind leg for another touch-and-go.
		Unlike commercial aircraft that land at least 2 minutes apart, military aircraft maintain a 45 - 60 second separation, which is the same interval used at the carrier.
Holding Pattern (2nd Flight)	1:13	The second flight of 2 aircraft have leveled off at 2,000 feet and remained at 250 knots to demonstrate the procedures a pilot would use when entering the holding pattern. Overhead the field, the aircraft in holding will enter a continuous left-hand turn, to remain within 5 miles of the field. When aircraft arrive at the OLF and field is not ready to receive them or if the pattern is full (with 5 aircraft), pilots will enter this holding pattern. Holding is accomplished at maximum endurance airspeed, which requires a very low engine power setting to minimize fuel consumption.
Initial	1:17	The aircraft in holding extend slightly to the North to enter the field through the Initial point at 800 feet and 300 knots.
		The direction of the landing pattern depends on the surface winds at the OLF. When the winds are out of the south, the pattern will be flown in a southwesterly direction as these aircraft are now demonstrating.
		Each pilot will normally perform 8 - 10 touch-and-go landings under the close scrutiny of a "Landing Signals Officer" or "LSO" located next to the landing area on the runway. The LSO provides assistance to the pilot through radio communications and light signals, and critiques each landing in writing for a debrief with the pilot.
	1:24	The first aircraft is making his last approach and will demonstrate the climb profile after a simulated touch and go.
	1:25	After the pilot has completed 8-10 touch-and-go landings, he departs the landing pattern. The landing gear and flaps are retracted as the aircraft climbs to 600 feet above the ground g as the aircraft accelerates to 250 knots.

Point	Time	Narrative
D	1:25	Once clear of the pattern, approximately one mile beyond the runway, the pilot turns toward home field and begins a steep rate climb to quickly reestablish cruise altitude. To demonstrate the sound of an aircraft returning to MCAS Cherry Point, all four aircraft will climb to the south approximately one minute apart.
E	1:26	Reaching 10,000 feet, the pilot accelerates to 300 knots. The higher speed provides a more fuel-efficient rate of climb and will enable the aircraft to reach cruise altitude more quickly.
F	1:27	Upon reaching a cruise altitude of about 15,000 feet, the pilot reduces engine power and maintains approximately 300knots en route to Cherry Point.
	1:35	The aircraft rejoin at about 15,000 feet and preparing to demonstrate a typical arrival from Cherry Point.
	1:40	Aircraft transiting from Cherry Point will cruise at an altitude of approximately 15,000 feet. At approximately 25 – 30 miles south of the OLF, the pilot reduces engine power to flight idle and lowers the aircraft nose slightly to begin the descent on a profile that provides the greatest fuel efficiency. Because the engine power setting is so low, the resultant noise is at the lowest possible level of any flight regime.
G	1:44	The first flight of 2 aircraft are passing 10,000 feet about 15 mi south of the field, some. Power is still at flight idle, and the pilots to slow to 250 knots.
H	1:45	The first flight of 2 aircraft has reached 2,500 feet approximately 5 mi from the field and has decreased their rate of descent. The aircraft enter the OLF airspace and increased airspeed to 300 knots.
Initial	1:45	The first section is now at 800 feet above the ground at 300 knots.
Pattern		Overhead the runway, the pilot again performs a break maneuver and begins a level turn at 800 feet above the ground. Throughout this maneuver, the aircraft is slowing to landing speed.
Downwind		Once on the downwind leg, which is a course parallel in the opposite direction of the landing and about 1.4 nautical miles laterally displaced from the field, the pilot descends to pattern altitude of 600 feet. As the aircraft slows to landing speed, the pilot extends the landing gear and flaps in preparation for the touch and go landing.
Abeam		15 seconds past a point directly across from the landing area, the pilot begins a shallow, descending turn toward the runway, maintaining a landing speed of approximately 135 - 140 KTS (or 150 MPH).
Final		The pilot intercepts a final approach course about .5 - .6 nautical miles from the runway and communicates to the LSO that he sees the landing area and the visual landing aid and reports how much fuel he has remaining.
Touchdown	2:05	On touchdown, the pilot immediately adds full power (but not afterburner) and raises the nose to lift the aircraft off of the deck.
Pattern		Upon reaching pattern altitude of 600 feet, the pilot reduces engine power to maintain approximately 150 knots an turns to enter the downwind leg for another touch-and-go landing.
		When the surface winds are out of the north, the FCLP pattern will be flown in a northeasterly direction, as the pilots are now demonstrating.
		The length of an FCLP period is limited by several factors including fuel remaining, time, and weather. Today, our pilots will conduct approximately 6 simulated touch and gos under the direct supervision of an LSO located at the OLF site.
I	2:05	Once clear of the pattern, approximately one mile upwind from the runway, the pilot turns toward home field and begins a maximum rate climb to quickly reestablish cruise altitude. To demonstrate the sound of an aircraft departing to MCAS Cherry Point, all four aircraft will climb to the south approximately one minute apart.
J	2:07	Reaching 10,000, the pilot lowers the nose and accelerates to 300 knots. The higher speed provides a more fuel efficient rate of climb and will enable the aircraft to reach cruise altitude more quickly.
K	2:08	Upon reaching a cruise altitude of about 17,000 feet, the pilot reduces power and maintains approximately 300knots en route to NAS Oceana.